

MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM

Property Name: \_\_\_\_\_ Inventory Number: ~~10355~~ CH-973

Address: <sup>10355</sup> ~~10365~~ Branchville Road, Charles County - in the vicinity of Newburg

Owner: Bowling, Charles B and Elizabeth C

Tax Parcel Number: ~~66~~ P. 124 and Part of P. 30 (Tim Tamburrino) Tax Map Number: 73

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: ☒ no ☐ yes Name: \_\_\_\_\_ Date: \_\_\_\_\_

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None

Is property located within a historic district?: ☒ no ☐ yes Name of District: \_\_\_\_\_

Is district listed?: ☒ no ☐ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

The farm complex at 10365 Branchville Road contains a single family dwelling and several barns. The wood frame house is two stories in height and four bays in width. The house is covered by a hipped standing seam metal roof. A full-width porch wraps around the building from the primary elevation (east) to the south elevation. The porch is covered by a half-hipped standing seam metal roof. The porch is supported by simple wood posts. One of the barns has a front gable roof with a flat roof side addition. Two of the other barns have side gable roofs with shed roof extensions on the rear. All of the barns are clad with wood vertical siding and have metal roofs.

Most inhabitants of Charles County were engaged in farming at the time of the first settlement. The barn was the principle building erected on a farm which provided space for cows, horses, equipment, and hay, straw or tobacco storage. Throughout the 19th century, barns increased in size or were newly built to include space for smaller animals, such as poultry and pigs, and as a place for the threshing and storage of grain. Their size also increased during the 19th century as the introduction of improved equipment led to more efficient and profitable operations, and, consequently, to increased need for storage facilities. Typically, livestock was housed on the lower level,

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐

Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Consideration ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

  
Reviewer, Office of Preservation Services

  
Date

Reviewer, NR Program

Date

while the upper level was reserved for the storage of hay and straw, and the threshing and storage of feed grains.

Charles County's late 19th- and early 20th-century history is dominated by industrial and urban development. The greatest impact upon community growth came from the railroad. The completion of the Baltimore and Potomac Railroad's (B&P) mainline from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 prompted local entrepreneurs to establish stores and other commercial facilities near the railroad stations. The B&P Railroad also made inland farms accessible, thus, increasing their value and revitalizing the practice of agriculture in Southern Maryland. The B&P Railroad's La Plata station still stands at the intersection of the rail line with Charles Street.

Towards the end of the first quarter of the 20th century, road improvements and developments contributed to the suburbanization of Charles County. In particular, the Robert Crain Highway, later expanded as part of U.S. 301, attracted new development to older communities along its corridor. Crain Highway brought commercial development on La Plata's west side and contributed to the Charles County seat's overall growth in the 1920s and 1930s.

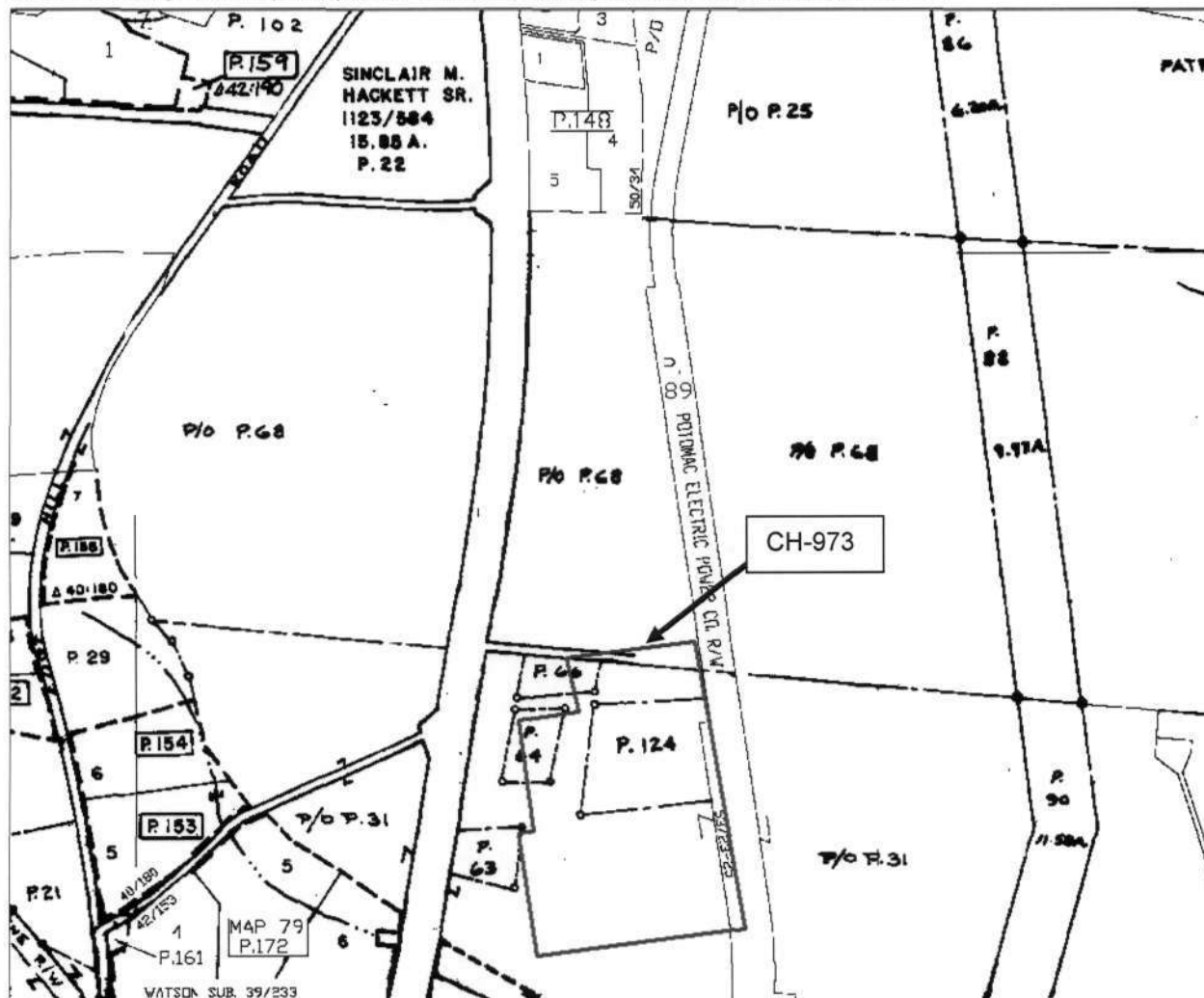
World War II and the increasing dependence upon motor vehicles played a very important role in Charles County's development. Charles County continued its relative isolation from large-scale residential and commercial development until after Crain Highway was dualized and designated U.S. 301 in the 1960s. Earlier trends in travel-related services and entertainment along the Crain Highway grew somewhat when the highway was extended across the Potomac River to Virginia through southern Charles County and over the new Harry W. Nice Bridge in 1940, thus completing a route from New York to Florida.

Built circa 1920, this vernacular farm complex is not eligible for the National Register. While it is typical of the residential and agricultural development along U.S. 301, these resources lack significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

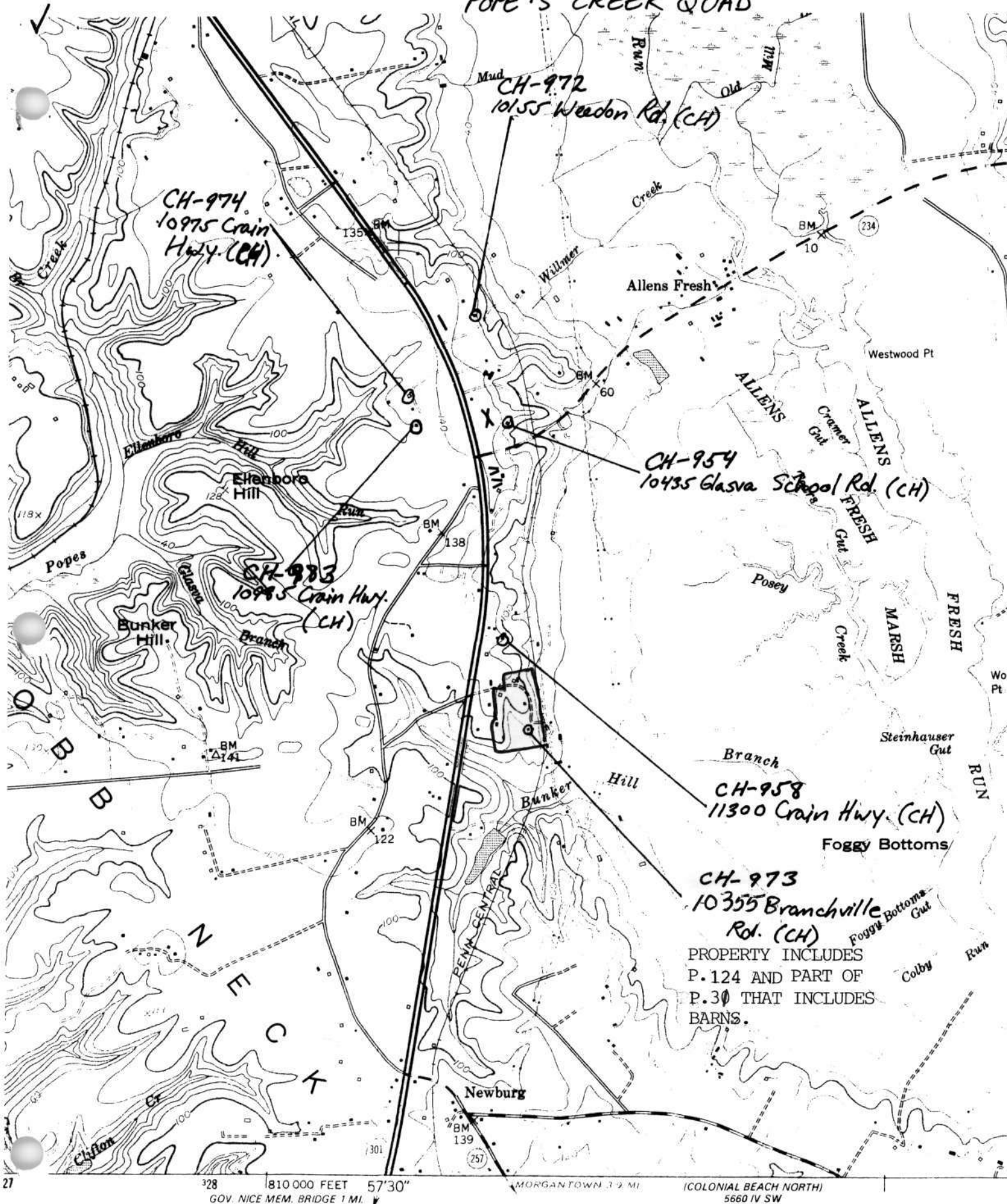
CH-973

10355 Branchville Road, Newburg

Charles County Tax Map 73, parcel 124 and part of parcel 31 which contains barns



# POPE'S CREEK QUAD



PROPERTY INCLUDES  
P. 124 AND PART OF  
P. 30 THAT INCLUDES  
BARN.

SCALE 1:24,000



~~10355~~ CH-973

10355 Branchville Road  
Charles County, Md

Traceries

June, 1999

MD SHPO

View of east elevation

1 of 4



~~10355~~ CH-973

10355 Branchville Road  
Charles County, Md

Traceries

June, 1999

MD SHPO

View of South elevation

2 of 4





~~K-0037~~ CH-973

10355 Branchville Road  
Charles County, MD

Traceries

June, 1999

MD SHPO

View looking Southwest

3 of 4



~~10037~~ CH-973

10355 Branchville Road  
Charles County, MD

Traceries

June, 1999

MD SHPO

View looking South

4 of 4